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SOME COMPANIES that were still planning earlier this month to attend the Paris Air Show have now decided not to participate, citing concerns about a decline in the number of customers likely to be there, the threat of terrorist activity in the wake of the Persian Gulf War and the ever-increasing costs of the biennial Paris event *(see article on Page 80).*

GULFSTREAM AEROSPACE officials said the Commerce Department granted the company a waiver from an order the department had previously issued, that prohibited Gulfstream from discussing its Free Turbine Noise Suppressor (FTNS) system with persons outside the company. A Gulfstream spokesman told *BA* the company received word from Commerce late Thursday that it is now free to discuss FTNS development with anyone, including Soviet officials who have been deeply involved in the development program *(BA, Feb. 18/67)*. Gulfstream still is under orders not to discuss the patent it has applied for *(BA, June 11/187)*, but company officials say that will not interfere with development discussions. Issuance of the waiver clears the way for a nine-member Soviet delegation to visit Gulfstream headquarters in Savannah, Ga. this week.

LITIGANTS forced a week-long interruption in NTSB's investigation of the failed General Electric engine on a DC-10 that crashed in Sioux City, Iowa in July 1989. NTSB officials said last week that attorneys for two persons who filed suit against United Airlines, McDonnell Douglas and GE, secured a restraining order on Oct. 17, 1989 from the Circuit Court of Cook County, Ill. They claimed NTSB was destroying "evidence" and that GE – which was participating in the investigation – had a conflict of interest. NTSB also was ordered to conduct its examination of engine components in a "neutral" laboratory. A federal district court lifted the restraining order on Oct. 24, 1989, ruling that NTSB had discretionary authority to proceed with its investigation.

PIPER AIRCRAFT CORP. said it has a contract for the sale of its Lakeland, Fla. production facility and expects that transaction to close in mid-March. Piper, which is headquartered at Vero Beach, Fla., suspended manufacturing operations at Lakeland in September 1985 and has been seeking a buyer for that plant for some time. The Lakeland facility includes 195 acres of land and five buildings, with a total of approximately 700,000 square feet under roof.

FAA'S PROPOSAL to exempt most 135.1(c) operators from drug testing requirements is good news for most flight instructors *(BA, Feb. 18/69)*, but a problem remains for CFIs employed by companies that provide both charter service and flight instruction. National Air Transportation Association officials say FAA's Office of Drug Abatement is interpreting the NPRM to require that flight instructors be tested for drugs if they are employed by Part 135 certificate holders – even if the flight instructors never conduct charter flights. NATA maintains that since most flight instructors are exempt from drug testing requirements, those who happen to work for Part 135 certificate holders should not be singled out for testing if they are not engaged in charter operations.

NTSB Chairman James Kolstad told a congressional hearing last week that "FAA has increased significantly its emergency revocation actions." Kolstad, appearing before the House Appropriations transportation subcommittee, said FAA appears to have initiated a new policy in January 1990 that resulted in a 93 percent increase in emergency appeals that are filed with NTSB. From Nov. 30, 1988 through Nov. 30, 1989, the board received 71 emergency appeals. During the same time frame the following year, Kolstad said NTSB received 137 emergency appeals.

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BUSINESS AVIATION BRIEFS

ALLISON GAS TURBINE DIVISION of General Motors Corp. became the 34th member of the General Aviation Manufacturers Association at GAMA's board meeting last week. The company's representative on the GAMA board is Blake Wallace, general manager of the division.

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ACCIDENTS AND MAJOR INCIDENTS involving single-engine, turbine-powered helicopters that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 87-89.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets and turboprops, is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

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AEROTECH COMMUNICATIONS of Montreal and Toronto became McIntyre Kennedy Inc. Marketing Communications this month, reflecting the purchase of the advertising and public relations firm from Solcom Group, Inc. by James R.O. McIntyre and Robert Kennedy. McIntyre and Kennedy, who previously worked for Aerotech, provide public relations and advertising support for a number of aviation firms, including Canadair, Innotech Aviation, de Havilland and Canadian Marconi. The Montreal office will remain at 1255 University, Suite 1618, Montreal, Quebec H3B 3X3 and the telephone and Fax numbers will remain unchanged: (514) 393-1080 and (514) 874-1900, respectively. The Toronto office will relocate next month.

* * *

ROLLS-ROYCE has joined six international companies and the New Energy and Industrial Technology Organization to study future supersonic and hypersonic transport propulsion systems. The Japanese government will fund the eight-year, $210 million project. Rolls-Royce will research a low-pollution combustor. Other participating companies include United Technologies/Pratt & Whitney, General Electric, SNECMA, Ishikawajima-Harima Heavy Industries, Kawasaki Heavy Industries and Mitsubishi Heavy Industries.

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CHICAGO MIDWAY AVIATION SERVICES has joined the Million Air chain of fixed-base operations and the facility has been renamed Million Air Midway. The facility is owned by Dit Panfile, who also operates Million Air New Orleans.

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AIRWORK has increased its warranty on Allison 250 engines to cover engine-change and other related costs during the first 500 hours or 12 months of operation following engine or module overhaul. Warranty includes parts, labor, freight and rental costs.

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LUCAS WESTERN was selected by Ishida Aerospace to provide the preliminary design of the propulsion system combiner gearbox for the tilt-wing TW-68. The combiner gearbox will be used along with four Pratt & Whitney PT6 engines. First flight of the TW-68 is planned for 1994 with certification in 1997.

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MIDCOAST-LITTLE ROCK, INC. received a contract from Atlantic Southeast Airlines to perform "D" check inspections on two de Havilland Dash 7 aircraft. Midcoast will perform structural inspection, NDI and X-ray testing. Midcoast-Little Rock is a full-service FBO and an authorized service center for Cessna, Piper, Twin Commander and Fairchild Aircraft.

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AVIALL has designated Aerotecnica in Caracas, Venezuela and Aero Mercantil in Bogota, Colombia as authorized maintenance/overhaul centers for the Allison 250 engine. Aerotecnica is installing a new Allison 250 test cell in March, similar to the test cell Aviall installed at its facility in Pheonix last year. The Allison 250 engine is used on Bell 206, McDonnell Douglas 500, Agusta A109, MBB 105, Sikorsky S-76A helicopters and certain fixed-wing aircraft.

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1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-11	UH-1B	Impacted terrain operating in marg.wx.	N15SX	TX	Cru	Ferry	1	D
02-04	B-206B	Crash while landing in blowing snow	N49573	WA	Ldg	Pass	-	S
02-07	B-205A-1	Collided with terr.during marg. wx. ops.	C-GNMJ	AK	Cru	Pass	6	D
02-10	B-206L	Crashed into water following lift off	N16664	NY	TO	Pass	-	D
02-22	B-206L	Collided with trees during landing, VMC	N41AA	MA	Ldg	Pers.	-	D
02-27	B-205	Fuel cont. malf. pwr.loss, lded.in trees	C-GROW	Cda	TO	Ferry	-	S
03-08	AS-350D	Autorotated into ocean,after eng. loss	N5778W	FL	Cru	Pass	2	D
03-12	B-206	Skid sunk in soft snow, helo rolled ovr.	N8KG	WA	Ldg	Pass	-	S
03-19	B-206	Hard ldg. roll over following power loss	N5016F	TX	Ldg	Pass	-	S
03-19	B-206	Power loss during initial climb, wtr.ldg.	N206AT	MO	TO	Pass	-	S
03-20	B-212	Tail rotor struck oil rig during landing	5N-AJS	Nigeria	Ldg	Tra	-	S
03-21	B-206	Mid air while on photo mission	N48U	TX	Cru	Photo	-	S
03-21	B-206	Mid air with above helicopter, photo flt.	N555TU	TX	Cru	Photo	-	S
03-25	MD-500	Hard ldg. following control problem	N5189K	GA	Maneu	Patrol	-	S
04-01	AS-350B	Water ldg. following engine malfunction	N350AP	Saipan	Cru	Pass	-	D
04-03	H-500C	Hard ldg. following power loss in cruise	N9128F	TX	Cru	Pers	-	S
04-05	SA-315B	Crash after entry into white out conditn.	N37907	AK	Cru	Pass	-	S
04-14	B-206B	Control loss during TO from frozen river	N1086Z	AK	TO	Pass	-	S
04-15	H-369HS	Hard landing following engine failure	N9138F	TX	Cru	Pass	-	S
04-15	FH-1100	Control lost during landing	N703H	AK	Ldg	Pers	-	S
04-17	B-206L-1	Hard water ldg. following engine loss	N1071A	GM	Cru	O.S.	-	M
04-17	B-212	RPM decay high elev. TO. Hard landing	C-GBHT	Cda	TO	Pass	3	D
04-20	B-205A	Control loss during logging operation	N67HJ	SC	Maneu	Ext.Ld	1	D
04-21	B-206B-3	Hard landing following power loss,cruise	N1075G	AK	Cru	Pass	-	S
05-03	H-369HS	Hit ramp vehicle during heli. pad ldg.	N9219F	HI	Ldg	Ferry	-	S
05-05	B-206	Hard ldg. during ground taxi in fog	N600HW	TN	Txi	Pers	-	M
05-08	B-206B-3	Skid stuck on TO, main rotor hit ground	N2187P	LA	TO	Pass	-	S
05-10	H-369E	Hard ldg. power failure, rotor hit tail	N5217N	CA	Ldg	Pass	-	S
05-12	B-206B	Collided with power lines during TO	N75SH	CA	TO	Pass	2	D
05-17	B-206B-3	Hard landing during FAA check flight	N53MA	ID	Ldg	Tra	-	S
05-18	H-369E	Passenger injured deplaning	N1602N	HI	Static	Pass	-	N
05-21	H-369D	Object fell from helo.injuring gr.crew	N8306F	WA	Hvr	Ext.Ld	-	N
05-23	H-500	Rudder pedals slipped fwd. Lded.in lake	N888S	WA	Ldg	Pass	-	S
05-23	SA-315B	Power loss during long line operation	N402AH	UT	Hvr	Ext.Ld	-	S
05-24	H-369FF	Hard ldg. following power loss in hover	N530R	CA	Hvr	Ext.Ld	-	S
05-24	H-369	Pax. fractured ankle disembarking	N1602N	HI	Static	Pass	-	N
05-29	B-206L-1	Main rtr. struck roof top during hover	N444JB	VT	Hvr	Ext.Ld	-	M

Source: Robert E. Breiling Associates

1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-06-01	H-369HS	Engine failure TO, damaged landing	N436DS	NM	TO	Pass	-	S
06-05	H-500	Crashed during powerline patrol	N8315F	PA	Cru	Pass	-	S
06-21	H-369HS	Landed hard following wind shift	N4428F	WA	Ldg	Pass	-	S
06-23	H-369D	Mid air during formation photo flight	N8605F	HI	Cru	Photo	-	S
06-23	H-369D	Mid air during formation photo flight	N1103N	HI	Cru	Photo	-	M
06-30	AS-350B	Pass. walked into tail rotor	N101FW	WA	Static	Pass	1	S
07-06	B-206B-3	Ext.crew fatally inj. Hit high volt.line	N3894L	TX	Hvr	Ext.Op.	1	N
07-09	H-369	Inflight electrical fire, hard landing	N505WW	CA	Cru	Pass	-	D
07-10	B-206B-3	Tail rtr. shaft & turbine failure, hover	N73LM	NJ	Hvr	Pass	-	S
07-13	H-369D	Hit terr. following eng. out warning lt.	N58235	WA	Ldg	Pass	-	S
07-14	B-206L-1	Hard ldg.following uncontained eng.fail.	N300AH	AK	Ldg	Pass	-	S
07-18	B-206B	Lost control during hover	N4796B	AK	Hvr	Ferry	-	S
07-19	B-206	Pwr.loss init.clb.water ldg.Floats fail.	N206AT	MO	Ldg	Pass	-	S
07-21	AS-350D	Hit pwr.line during positioning flight	N3598F	LA	Hvr	Ferry	-	S
07-24	B-206B	Crash into water during photo flight	N2164Z	FL	Maneu	Pass	-	S
07-25	B-206	Hrd.ldg.following pwr.loss during cruise	N2292W	CA	Cru	Pass	-	S
07-26	FH-1100	Power loss cruise, hard landing	N442FH	MO	Cru	Pass	-	S
07-27	B-214B	Drive shaft failure, cruise,hard landing	N314RM	MT	Cru	Pass	-	S
08-04	B-206B	Fuel exh.hard ldg. Main rtr.cut tail off	N750LT	MA	Ldg	Pass	-	S
08-07	SA-315B	Power loss during ext.load oper.Hrd.ldg.	N351RM	WA	Hvr	Ext.Ld	-	D
08-07	B-206	Hit power lines during cruise flight	N49651	WV	Cru	Pass	-	S
08-07	SA-315B	Pwr.loss during hover with ext.load	N58000	AK	Hvr	Ext.Ld	-	S
08-13	BE-206	Tail rotor malf. Autorotated into bay	N2917W	CA	Cru	Pass	-	D
08-13	UH-1B	Collided with trees, maneu.with ext.load	N6789	CA	Maneu	Ext.Ld.	-	D
08-14	H-369A	Struck post during hover. Training flt.	N841LA	ND	Hvr	Tra	-	S
08-17	AS-350B	Emerg.landing following power loss	N26492	AK	Ldg	Pass	-	S
08-19	SA-316B	Inflight control malf/failure,crash ldg.	N83776	WY	Cru	Pass	-	D
08-22	B-206B	Mid air during photo flight	N250CA	CA	Cru	Photo	-	S
08-24	H-369A	Rolled on side during landing	N5012A	CA	Ldg	Pass	-	S
08-27	B-206B	Impacted terrain following lift off	N16933	WI	Ldg	Pass	5	D
08-30	B-206B3	Ext.ld.caught on obj.,cont.loss,hrd.ldg.	N59558	LA	Hvr	Ext.Ld.	-	S
08-31	B-206	Sling strap hit tail rtr., hard landing	C-GYGY	B.C.	Maneu	Ext.Ld.	-	S

Source: Robert E. Breiling Associates

1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-09-09	B-206	Pwr.loss, ext.load oper.,forced landing	N385EH	AK	Hvr	Ext.Ld.	-	S
09-11	B-204B	Fire surpression flight, hit terrain	C-GKQH	WA	Maneu	Ext.Ld.	1	D
09-11	B-206B	Passenger walked into tail rotor	N3200N	HI	Static	Pass	-	M
09-11	B-206	On ldg.on helipad,acft.rolled backwards	C-GJQH	B.C.	Ldg	Pass	-	S
09-12	B-206L1	Flew into water, maneu. away from IMC	N882BT	TX	Maneu	Pass	1	D
09-14	H-369E	Power loss during flight, crashed ldg.	N50075	KY	Ldg	Pass	-	D
09-17	B-206	Hard ldg. due snow/ice on windscreen	C-GSHH	B.C.	Ldg	Ferry	-	S
09-21	H-500	Power loss approach, hard landing	N71552	LA	App	Pass	-	S
10-01	H-369E	Struck power line following takeoff	N381F	OK	TO	Pass	-	S
10-04	H-500D	Power loss during lift off	N1107G	AK	TO	Pass	-	S
10-23	H-369E	Mid air during law enforcement activity	N451DS	CA	Cru	Patrol	-	S
11-06	H-369E	Aircraft damaged landing, no other info.	N241JH	CA	Ldg	Patrol	-	S
11-08	SA-315	Long line entanglement, coll. with trees	N36012	WA	Hvr	Ext.Ld	-	D
11-10	H-369E	Aircraft damaged landing, no other info.	N234RF	CA	Ldg	Tra	-	S
11-15	AS-350	Loss of control during takeoff	N350CB	HI	TO	Pass	-	S
11-26	H-369D	Ext. line caught in tail rotor,hard ldg.	N1106Z	OR	Maneu	Ext.Ld	-	S
12-03	SA-316B	Hit terr.following sev.vibration in flt.	N316BS	UT	Cru	Pass	-	D
12-06	BE-206B	Dam.landing during practice autorotation	N2756P	FL	Ldg	Tra	-	S
12-07	BE-206B	Power loss due loose PC line, hit trees	N905CA	FL	Cru	Ext.Ld	-	S
12-08	H-369D	Power loss, hit post during autorotation	N1113L	HI	Hvr	Ferry	-	S
12-18	H-500	Power loss cruise, hard landing followed	N58240	HI	Cru	Pass	-	S
12-09	BE-206L1	Skid collapse during oil rig landing	N5753B	LA	Ldg	O.S.	-	S
12-09	AS-350	Experienced partial pwr. loss, ditched	N3792E	CostaRica	Cru	Pers	-	S
12-20	BE-206B3	Crash in Gulf, VFR in deteriorating wx.	N37AN	FL	Cru	Patrol	-	D

N - None; M - Minor; S - Substantial; D - Destroyed

Source: Robert E. Breiling Associates